



Abe Visits Hong Kong

By USS ABRAHAM LINCOLN
MEDIA DEPT.

USS Abraham Lincoln (CVN 72) pulled into Hong Kong April 6, following five weeks of exercises with the Japan Maritime Self-Defense Force and the Republic of Korea navy.

The 5,500 Sailors of the ship's crew and embarked air wing will have the opportunity to enjoy the renowned hospitality of the city for an extended weekend before heading back to sea to continue their scheduled Western Pacific deployment.

The 1,092-foot long aircraft carrier's last deployment was marked by its speedy response and humanitarian assistance following the devastating tsunami in Southeast Asia, Dec. 26, 2004.

The ship will be at anchorage and is not open for tours to the general public.



Photo by MCSN Timothy Roache

USS Abraham Lincoln (CVN 72) Sailors Man the Rails while the ship pulls in to Hong Kong after completing training exercises like Foal Eagle and Undersea Warfare.

Lincoln Wraps up Successful Exercise

By MC3(AW) M. JEREMIE YODER
Penny Press editor

USS Abraham Lincoln (CVN 72) is heading toward a much-deserved port visit in Hong Kong after the Lincoln and Carrier Airwing (CVW) 2 team spent March 26 through April 1 coordinating with the armed forces of the ROK as well as joint U.S. forces in the Reception Staging Onward Movement and Integration and Foal Eagle 2006 (RSOI/FE 06) exercises.

According to a naval message released regarding the exercise, Operation Foal Eagle is an annual combined training exercise including combined/joint U.S.

military forces and ROK military forces.

It is designed to increase the combat readiness and interoperability of Korean and U.S. forces while also demonstrating a United States' willingness to aid the ROK against foreign enemy forces.

This year, Lincoln participated in the exercise because her operational schedule facilitated such involvement, but Lincoln's Assistant Navigation Officer, Lt.Cmdr. Joe V. Martinez, suggested that, based on the focus of this year's exercise, which was the use of aircraft, the majority of the ship's involvement took place via the ship's four embarked F-18 strike-fighter squadrons.

Lincoln's four fighter squadrons, Strike

Fighter Squadrons (VFA) 2 "Bounty Hunters," VFA 34 "Blue Blasters," VFA 137 "Kestrels" and VFA 151 "Fighting Vigilantes," each, along with a large contingent of U. S. Air Force aircraft based out of Kadena, Japan, flew combat-air patrols and coordinated bombing runs via a Combined Air Operations Center (CAOC).

This CAOC, Martinez said, was formed specifically for this combined/joint military operation and was equally comprised of both U.S. and ROK leadership.

He said that while the exact details of the operation vary from year to year, the primary focus of the exercise remains

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dig to deep...

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Local Stories

Spotlight Sailors

ABFAN David Landivittori

Air/V-4

Joined the Navy:
March 7, 2002

Advice to new Sailors:

"Get your qualifications, stay out of trouble and stay positive.."

Reason he joined the Navy:

"To see the world and change my life-style."

Something ABFAN Landivittori is looking forward to:

"Getting my wings (Enlisted Air Warfare Specialist) and advancing to 3rd."



PHOTOS BY MCSN RONALD DALLATORE

AMAN Samuel J. Schumacher

Maintenance/HS-2

Joined the Navy:
Dec. 16, 2003

Advice to new Sailors:

"Stay motivated and follow orders. Always keep a strong will to work and help out your peers."

Reason he joined the Navy:

"I joined for my friends, family and my country."

Something AMAN Schumacher is looking forward to:

"Furthering my career."



YEEE HAWWW!!!

Catch The Big Tex 'n Boss Show

Every day that ends in "y" from 2 to 4 p.m. Sundays from 1 'till we kick them out of the radio station.

ALCOHOL-AWARE is a 4-hour alcohol awareness command level course that includes basic information about alcohol use and associated risks, Navy policies, responsible drinking and alternatives. It targets junior enlisted (E1-E4). AWARE is a requirement for targeted population.



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April 6, 1944

The destroyer Saufley (DD 465) employs eighteen depth charges to sink the Japanese submarine I-2 off New Hanover in the South Pacific

Column

Control debt, don't let it control you

By PACCM(SS/SW) R.D. WEST
Special to the Penny Press

Hoo-yah, Warriors! I just got my tax refund in and have it headed toward the retirement fund. But since I'm not quite ready for a walker yet, maybe a little chunk of it will go for something special.

My refund also got me thinking about my younger (and maybe a few not-so-younger) Sailors out there and what they plan to do with their tax refunds. I'm sad to say many will be applying it toward overwhelming debt.

Too many of our Warriors continue to overextend themselves into deep debt. Some because of a series of tough breaks, and some because of a series of bad choices or mismanagement. Hopefully you read my column a couple of weeks ago about PAYDAY PIRATES.

How do you know if you are or could be in trouble? Some good clues are:

- 1) 20 percent or more of your take-home pay goes to installment debt payments like credit cards,
- 2) you are habitually late-paying bills, and
- 3) you have completely lost track of what you owe and how much it is actually costing you,
- 4) you are living from paycheck to paycheck.

So you are hopelessly in debt (at least you think you are) or quickly headed that

way. Creditors are calling, there's a tow truck suspiciously following your car, and you are completely stressed out.

What do to? OK, here's what.

First and foremost, go see your command financial counselor. These folks are trained to help you out of these problems. Another option is to go to the local Fleet and Family Service Center and talk to their financial counselors. This is the fastest, easiest way I know to get your situation under control. They are there to assist you!

So now make yourself a list of what you currently owe, to who, and what the monthly payment is.

Granted, for some the resulting list might throw them into shock, but it gives you the reality of your situation and helps you figure how much work you have to do.

Next you have to prioritize the debts. Loans that might result in repossessions or foreclosures need your immediate attention. Debts with the highest interest rates will probably come in second. And then you work your way down from there. Just remember that the CFS or FFSC counselor can help you figure all this out.

Now we come to the part everyone seems to have trouble with – budgeting. You need a plan. At first you need an emergency plan to get your debt under control. This puts more income toward debt reduction and less toward things you thought were more important. Fewer



runs to the mini-mart, more payment on the credit card.

As you develop your budget, you'll start to see where the money is going and nine times out of 10, you will realize you've been wasting a lot of your money. This will help, trust me.

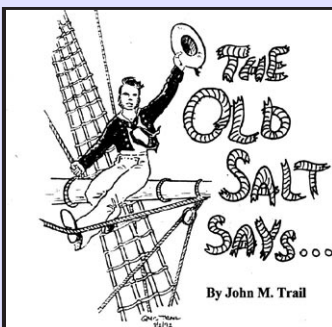
OK, we've listed debt, prioritized it, and now have a budgeted spending plan. A great start but there's more.

Now you need to get a hold of your creditors and tell them what the deal is and how you want to fix it.

Most of them will work with you to help pay off your debts. It's cheaper for them in the long run to work with you.

Listen to their proposals and negotiate

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“MIND YOUR P’S AND Q’S”

Sometimes you will hear an older person tell you to “Mind your P’s and Q’s” which in our modern times means to mind your own business. This saying has nautical origins. Long ago in the days of sail, Grog and Beer were sold on credit to Sailors and it was sold to them in “Pints and Quarts.” When it came time to settle some Sailors accounts, a few unscrupulous Grog shop keepers would add pints and quarts to the tally sheet they kept that was charged by the Sailor, and bill him for Beer and Grog that he never consumed. So most Sailors kept a “weather eye peeled” on their liquor tabs, hence minding their “P’s and Q’s.”

Local News

First Class Association Leads the Way

By MC1(AW) PATRICK SULLIVAN
Penny Press staff

USS Abraham Lincoln's (CVN 72) First Class Petty Officer's Association (FCA) has been going through substantial changes during the past year, and the time to join has never been better.

Members of Lincoln's First Class Association elected new officers in Sept., including Aviation Ordnanceman First Class (AW/SW) Barry Gipson as president and Air Traffic Controller First Class (AW/SW/FMF) Kyle Hempel as vice president.

"My main goal as president is to bring all of the first classes together to build the strongest mess possible, and help out the junior Sailors through the mess," said Gipson, leading petty officer of Weapons department's G-3 Division. "I was the special events coordinator previously."

The FCA is composed of six officers and a board of governors, consisting of a representative from each department.

The mess recently adopted a new motto: "*Integras, Unitas, Ducatus*", which means "*Integrity, Unity, Leadership*". This decree has led to great success for FCA members, and the rest of Lincoln's junior Sailors.

"Unity is the cornerstone of any effective organization," said Personnel Specialist 1st Class (SW) Jonathan Westrum,

creator of the new motto. "Integrity, by definition, is the quality or condition of being whole or undivided and Leadership is arguably what the mess is all about. I feel the FCA has come a long way in the past two years that I have been a member."

One of the many services Lincoln's FCA provides to the crew is the Lincoln Job Fair. Job Fairs are designed for junior

undesignated Sailors, and those interested in cross-rating. During the Fair, FCA members gather to share information on their ratings to give undesignated Sailors direction in choosing a rating that they will enjoy and excel in.

FCA members also play an active role in facilitating warfare qualification training, enabling all Lincoln Sailors to acquire the often hard-sought signatures for their respective warfare designators.

Future events planned include community relations efforts in upcoming ports, FCA sponsored cookouts for the crew, and numerous fundraising events.

The First Class Mess gives First Class Petty Officers an opportunity to come together and contribute to the improvement of advancement, well being and quality of life for Sailors throughout the ship.

For more information on Lincoln's First Class Petty Officer's Association, contact Gipson at ext. 6223 or speak to your departmental board of governors member.



FLTCM *Continued from page 3*

a workable solution. Never blow off the payments though. Talk to them about partial or smaller payments. Again, they will work with you to get something over nothing.

Now comes the really hard part – breaking out the scissors and getting rid of the plastic. Using the cards only increases your debt, so live on cash or checks for now. If you don't have the funds to cover a check, don't bounce it. Live without whatever you were going to buy.

The best idea is to give yourself a small allowance in favor of using credit cards. Once that runs out, you're done spending. If you have leftover allowance, it should go to debt reduction or savings, not into

the next week's allowance.

You have a plan now, and it's working. You're on the way out of debt. Great! You're done.

Not exactly.

You're doing great to work yourself out of the problem, but now you need to train yourself not to get back into debt.

You need to learn how to spend smarter. That budget you worked up? It needs to change into your everyday spending plan so you can now manage your money more effectively. There are some other things you can do to help yourself:

-- Control spending. Stop the impulse buying; it really adds up. And don't use the credit cards just because you don't have cash.

-- Get the most for your money. Get something that has a real purpose and will

last. Use coupons and wait on the sales. If there's a rebate, take it.

-- Create a cash reserve and then leave it alone. This is for emergencies, illnesses, unforeseen bills, etc.

-- Start saving. You need to remember to pay yourself and that means saving. IRAs, savings accounts, TSP, investments. Plan for the future by saving consistently in small amounts. As your income increases, increase your savings. I know it's not cool or fun to hear about dull things like savings or IRA accounts, but trust me, they'll become really cool in a few years.

-- Live within your means. Do you really need that 72-inch big screen that costs \$5,000?

I'll get off the soap box now by just saying, HOO-YAH Debt. Control!!

Features

Fashion Do's and Don'ts

7th Fleet Civilian Clothing Guidelines for Abe, CVW-2

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

As Sailors aboard USS Abraham Lincoln (CVN 72) prepare for the first port call of their deployment, many questions have arisen as to what the civilian clothing policy will be for our visit. One of the major concerns as Sailors leave to go on liberty will be that they are appropriately attired.

According to the guidelines, "each individual, whether military or civilian, is an ambassador of the United States and the U.S. Navy while in this area of responsibility (AOR). As such, individual dress, attire and conduct should reflect credit upon oneself, the U.S. Navy and the United States."

Here are guidelines for civilian attire in Hong Kong, as well as the other ports Lincoln will visit in the 7th Fleet AOR:

Always present a neat and clean appearance

No shower shoes. Sandals with straps such as Tivas or other sports sandals and women's sandals are appropriate.

No "active wear" or PT gear. Clothes that are meant to work out in should only be worn when working or in the gym. There are some clothes that can be worn in public and also be worn to work out in. If those clothes are neat, clean and presentable, they can possibly be casual wear.

Your pants or skirt should cover whatever is under them – no "sagging", no undergarments visible. No underwear of any type visible.

No extremely baggy, too long, or excessively frayed pants.

No mini-skirts.

No undershirts worn as outer shirts. No "dap caps" or do-rags.

No exposed midribs (no bellies).

Remember, part of good citizenship abroad includes the first impressions we make in our host countries. How we dress and present ourselves has a direct reflection on how our hosts perceive us.

CPO's Celebrate Birthday in Style

By MCSN MARY GUINEY
Penny Press staff

Chief Petty Officers of USS Abraham Lincoln (CVN 72) and Carrier Air Wing Two (CVW) 2 gathered to honor the 113th birthday of the Chief Petty Officer (CPO) April 1, 2006 in the hangar bay.

Although they had served the Navy in an unofficial leadership role for many

years, Chief Petty Officer became an official enlisted rate on April 1, 1893. Command Master Chief (SW/AW/NAC) Michael Anjola presided over the ceremony, during which he talked about the beginnings of the chief and their role in today's Navy.

"The word chief means taking first place, and denotes its senior position among enlisted ranks," said Anjola during his opening speech.

Anjola mentioned some of the Navy's earliest and most gallant CPO's, such as Chief Quarter Gunner George Hill, who was the first chief to receive the Medal of Honor, which he earned July 9, 1872, while aboard USS Kansas after taking decisive action to save shipmate's lives. Also mentioned was Chief Water Tender Peter Tomich, who was killed during the attack on Pearl Harbor aboard USS Utah. Tomich stayed in his engineering plant until all the boilers were secured and all his personnel had left their stations, losing

his life, and was awarded the Medal of Honor posthumously.

Chief Hull Technician (SW/AW) Carmen Viduya, Lincoln's equal opportunity advisor, reminded the group about the success and history of female chiefs.

Viduya said that in 1916, women were given a glimpse of Navy life when they were allowed to join as yeomen, however many were released from active duty after World War I ended.

Only a few stayed in the Navy as active reservists, one of whom was Chief Yeoman Joy Bright Hancock. Viduya said Hancock would be proud if she could see today's Navy and how her accomplishments helped revolutionized the Navy for female Sailors.

"Everywhere you see a chief," said Viduya during the ceremony, "you see a new generation, [more fit], smarter, and taking on roles never before imagined."

The Chief's bell was sounded in honor



Photo by MC3 James McGury

Chief Petty Officers line up in the hangar bay to commemorate the 113th Chief Petty Officers anniversary ceremony aboard USS Abraham Lincoln (CVN 72).

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photo by MC2 Peterson



photo by MCSN Evans



photo by MCSN Evans



photo by MC3 McGury



photo by MCSN Evans



photo by Lincoln Photolab

week at a glance

Local News

ATO Keeps Passengers, Cargo Moving

By MC1 MICHAEL MURDOCK
Penny Press staff

One of the keys to the Navy's ability to operate efficiently around the world is its massive logistics capability. The Navy's surface vessels are capable of, and regularly perform underway replenishments while at sea. During these evolutions, thousands of gallons of fuel and tons of stores and ammunition are transferred from a supply ship to a receiving vessel in just a few short hours. Because underway replenishment only takes place infrequently, the Navy uses aircraft to transfer cargo and personnel when they are needed on a more timely basis.

Onboard USS Abraham Lincoln (CVN 72) the crew relies on C-2 Greyhounds (also known as COD's for carrier onboard delivery) and SH-60 helicopters to transport cargo and personnel between ship and shore. The job of managing these aerial logistics evolutions falls to Lincoln's Air Transportation Office (ATO). Every time one of these aircraft lands and before it can take off, it's the responsibility of ATO to make sure they are unloaded and loaded correctly.

"The primary mission of ATO is to make sure passengers arrive and leave the ship safely, and to load and unload cargo from CODs and helicopters," said Storekeeper Second Class (SW/AW) Michael K. Poole, ATO Leading Petty Officer.

When the aircraft arrive, they need to be quickly unloaded and any passengers safely escorted off the flight deck. As soon as that's done, it's time to escort the departing passengers to the aircraft and load it back up with outgoing packages and mail. ATO also has to make sure everything that comes off or is put aboard an aircraft is documented. It's a lot of work for the small crew of ATO, and it must all be done in a short amount of time.

"Four people work here," said Poole. "We write the [aircraft] manifest and keep a file of all cargo and personnel manifests for two years. We also maintain a central data base that tracks



Photo by Lincoln Photo Lab

A Fleet Logistics Support Squadron (VRC) 30 C-2A Greyhound prepares to trap aboard USS Abraham Lincoln. Greyhounds or "COD's" transport supplies, mail and personnel to and from Abe.

all cargo and passengers."

With a small crew, short turn around times and a lot to get done while an aircraft is on the deck, the members of ATO still have to be conscious of safety.

"We have to load and unload fast, but we have to take our time to ensure there is no (foreign object debris) FOD coming from the boxes," said Poole.

Along with being on the lookout for damaged boxes that could spill items on the flight deck, there are also times when a piece of cargo is more than the ATO crew can handle.

"If we can't carry it, we get assistance from Crash and Salvage or other flight deck personnel," said Poole. "If it's too heavy to lift, we will call Crash [and Salvage] and get a forklift, or other flight deck personnel will help us carry it."

The ATO crew takes pride in their

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CHIEFS

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of chiefs who have given their lives in service to their nation. Senior Chief Engineman (EOD/SW) Andy Rodolph read the names of fallen CPO's, as Senior Chief Yeoman (SW) Melissa Sandidge sounded one peal in memoriam of each fallen comrade.

CDR Bryan K. Finch, command chaplain, concluded the ceremony with a poem and a prayer.

Master Chief Master at Arms (SW/AW) C.J. May, who had the honor of cutting the CPO birthday cake, said that making Chief was the highlight of his Navy career.

"It gave me the opportunity to give something back to the Navy and to those people who have helped me grow along the way," said May. "They (CPOs) are the Navy's leaders and the reason the Navy is so successful."

Throughout the years since its incep-

tion, CPOs have made their impression on the Navy, and are looked to as the definitive leaders of enlisted personnel. Year after year, as CPOs gather to remember their humble beginnings, the importance of their leadership and experience are reinforced.

"We are a special group of leaders" said Viduya, "and I feel that it is important that we talk about it in our own words every April 1, so no one forgets the trials the chiefs before us have gone through."

Local News

Snail Mail:

What Can and Can Not Be Shipped Back Home

By MCSN JOSEPH SCARBERRY
&
MC1(SW) JOAQUIN JUATAI
Penny Press staff

Sailors aboard USS Abraham Lincoln (CVN 72) who plan to ship merchandise home while overseas should be mindful of the laws and regulations of the Customs Border Patrol.

Shipping a package while overseas isn't much more complicated than shipping inside the United States, according to Postal Clerk 1st Class (SW) Daniel Weaver. The primary difference is the requirement to fill out and attach one of two customs forms to the package.

The forms are available at the ship's post office, and require the sender's name and address and the name and address of the receiver of the package. There is a place on the form to list of the contents of the package, as well as their cost in U.S. dollars. After the form has been completed, the Postal Clerk who is assisting you will weigh the package and



Photo by MCSN James R. Evans

Personnel Specialist Third Class Gary Ross sorts through newly arrived mail in the hangar bay. Lincoln and Carrier Air Wing 2 are currently underway in the Western Pacific area of operations as part of a scheduled deployment.

inform you of the postage fees.

Weaver said that many items are not legal to ship into the United States. And, some items that are legal to ship are

prohibited on board the ship; for instance, alcohol will not be permitted on board

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Across

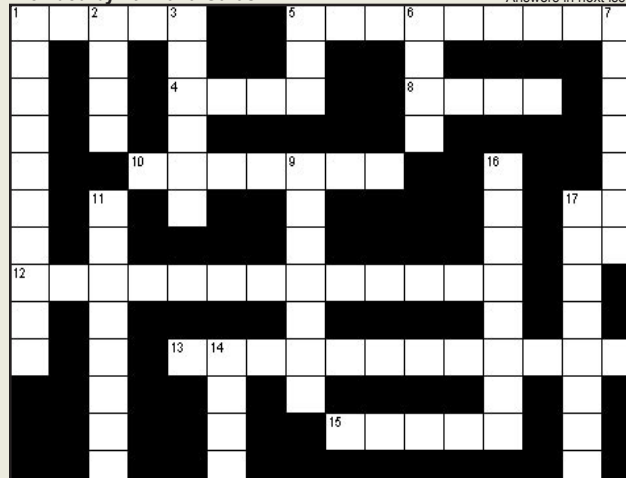
1. Class of fire involving flammable liquids.
4. Condition of readiness set and maintained at sea, in port, during wartime
5. Incremental defensive system based on threat and operations, used in chemical warfare.
8. Mode that NFTI should be used.
10. Type of eductor used for dewatering operations with a P-100 pump, 530-gpm capacity.
12. Colorless, odorless gases naturally present in the atmosphere; used to extinguish fires.
13. Makes continuous tours of spaces, looking for further damages, reports to scene leader and locker leader.
15. Fire Extinguishing agent; colorless gas that mixes with the atmosphere to break down the chemical chain reaction of the fuel during burning process.

DC Crosswords

Test your Damage Control

Provided by Lt. Alana Garas

Answers in next issue



Down

1. Type of warfare using living agents like bacteria and viruses to cause death.
2. Extinguishing agent used to Class Bravo fires, prevents reflash of liquid.
3. A pillar of the fire tetrahedron combines with fuel vapor.
5. Acronym max total radiation exposure allowed.
6. Uses oxygen to cut, burn, melt or vaporize almost any material.
7. Watch station for JL phone circuit.
9. Pipe patch consisting of sheet metal rolled into a cylinder.
11. Prevents debris from getting into a submersible pump; never operate a pump without it.
14. Acronym for device that allows the user to see through dense smoke.
16. Water supply for CMWD system.
17. Halon cylinders are pressurized with this compressed gas.

Local News

FOAL

Continued from page 1

consistent — increased fluidity in the working military relationship of United States and Korean forces.

According to Lt. Cmdr. Kim Ki Ho, of the ROK Navy, the importance of the allied relationship between the United States and the ROK are vital.

“I believe that we are who we are as a country ... partially because of the Americans and some of the sacrifices that they had made,” said Ho. He said that he felt it important to stress the importance of the allied relationship between the two nations.

While some of the training missions were conducted in a marine environment, Martinez said that some of the squadrons involved utilized the temporary access granted them to unrestricted airspace over ROK in order to achieve their own land-driven training requirements as well as the exercise objectives.

In the end however, the training objective of each command, regardless of branch or country of origin, was far less focused on maintaining a prescribed proficiency, said Martinez, than it was on maintaining and demonstrating cooperation between countries.



Photo by MC3(AW) M. Jeremie Yoder

Aviation Warfare Specialist 2nd Class (NAC) Zack Webb, an aircrewman assigned to Helicopter Anti-Submarine Squadron Two (HS-2) “Golden Falcons,” crouches in the door of an SH-60F helicopter during an afternoon flight in support of Operation Foal Eagle.

“This operation,” he said, “proves that we (the United States) can bring an airwing to the coast of any cooperative country and integrate successfully with their forces.”

ATO

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jobs. They get a lot of work done in a short amount of time and they always do it with an eye towards safety. Rightfully, the Air Transportation Officer is proud of his Sailors and the quality of their work.

“They’re extremely knowledgeable,” said LCDR Brian P. Keogh, Lincoln’s air transportation officer. “While I’m taking

care of the passengers, they’re up on the flight deck loading and unloading cargo. When I get up there, they’re done. They are ATO geniuses.”

Quick and safe loading and unloading of aircraft, and careful management of the process, allows Lincoln’s ATO to keep cargo and personnel moving, and that helps keep the Navy operating efficiently.

MAIL

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the ship, however it is possible to send it home.

Other items prohibited aboard Lincoln include: martial arts weapons, any fresh meat, fruits or vegetables, firearms or reproductions of firearms and many others. Most of those can be sent home, with the exception of the meats, fruits, and vegetables.

According to Lt. Ryan Stormer of Lincoln’s Legal Department, understanding and following customs regulations

can help avoid serious trouble.

According to Stormer, items from countries with an embargo against them, such as North Korea, Cuba and Iran, are prohibited from being brought into the United States. Illegal substances are prohibited as well. Besides punishment under the Uniform Code of Military Justice (UCMJ) for possession of illegal substances, anyone caught attempting to ship these items could face fees according to Federal Customs laws.

Upon returning to the first port in the United States, Lincoln Sailors will be required to fill out customs paperwork

regarding the items that they purchased in foreign countries, including items shipped home.

“A duty tax will be given to Sailors for purchases in excess of \$800,” said Stormer, “Misrepresentation on the customs declaration form will result in more fees, with the possibility of a UCMJ violation.”

Stormer recommends that Sailors view the Customs Border Patrol Website at www.cbp.gov for more details on the items that are affected by the Federal laws governing the shipping of merchandise from overseas.

Local News



Shipmates

The strength of a warship lies in the hearts and hands of its crew



Photo by MC3 Jordon Beesley

A Sailor watches as an F/A-18C Super Hornet of Strike Fighter Squadron (VFA) 151 Fighting Vigilantes makes its approach toward the flight deck of USS Abraham Lincoln (CVN-72) during a snow storm.

Editor's Top 10

Things Sailors bought on Liberty in Hong Kong..

10. An official illegal replica of a Rolex watch.
9. "Special Emergency Back up" disk for computer software they "left back home."
8. A Chairman Mao "arrarm crock."
7. Another Official Illegal replica of a Rolex watch after noticing the number "8" was missing.
6. Statuettes of Jackie Chan and Jet Li.
5. A jade dragon or Buddha that your family never knew they wanted.
4. Cheap beer with formaldehyde in it. Just like Mom used to make.
3. iPod's distant relative, the 5 gigabyte "iDon'tworkanymore."
2. A nice 10 piece China set... made in Taiwan.
1. The "pimpest suit ever" for about \$10 American.

USS Abraham Lincoln Safety Department's

Safety Sailor of the Week



EN2 Matthew Becker



While returning a respirator that he had checked out, EN2 Becker of Reactor, RM-72 also returned another one that he had found.

For doing the right thing EN2 Becker is the Safety Sailor of the Week